

In the **Detailed Description Of The Invention** section of the amendment filed March 20, 2002, please delete the two new paragraphs starting on line 33 (sic) (actually as the Examiner points out, between lines 17 and 18) of page 16 of the application as follows:

[As illustrated in **figure 21**, a removable aft vertical steering shaft support **86** is provided. The removable aft vertical steering shaft support **103** is able to detachably connect to the upper surface of the midsection of the frame **26** and rotationally attached to the vertical steering shaft **46**. The removable aft vertical steering shaft support has a first end **93** and a second end **97**.]

[As illustrated in **figure 20**, a removable upper vertical steering shaft support **101** is provided. The removable upper vertical steering shaft support **101** is able to detachably connect to the upper surface of the midsection of the frame **26**, rotationally attached to the vertical steering shaft **46** and detachably connected to the upper surface of the first end of the frame **18**. The removable upper vertical steering shaft support has a first end **91**, a second end **96** and a midsection **95**.]

In the **Drawings** section of the amendment filed March 20, 2002 please do not add **Figures 20** and **21**.

F. Claim Objections (section six of the office action)

Substitute claims with lines one and one-half or double spaced on good quality paper are enclosed herewith.

G. Claim Objections (section seven of the office action)

Please amend claim 16 as follows:

16. A rider-propelled wheeled vehicle according to claim 1 wherein a safety wheel assembly being provided, said safety wheel assembly having a frame and wheel, said safety wheel assembly being rotationally attached to said third end of said two-wheel propulsion means so that it can rotate about a vertical axis relative to said third

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end, said wheel being rotationally attached to said frame of said safety wheel so as to permit horizontal rolling of said wheel, said safety wheel assembly being sized, shaped and disposed so that it only comes into contact with the ground when said two-wheel propulsion means excessively tips, reducing the distance between said third end of said two-wheel propulsion means and the ground.

H. Claim Rejections - 35 U.S.C. § 112 (section eight of the office action)

Please cancel claim 17

Please cancel claim 18

I. Claim Rejections - 35 U.S.C. § 112 (section nine of the office action)

Please amend claim 1 as follows:

- b2
1. A rider-propelled wheeled vehicle comprising:
 - a frame, said frame having a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface and a lower surface;
 - a support wheel assembly being provided, said support wheel assembly having a wheel mounted onto a means for attaching said wheel onto said frame, said support wheel assembly being attached to said second end of said frame;
 - a vertical steering shaft being provided, said vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said rotatable connection permits a 360 degree swivel of said vertical steering shaft, said vertical steering shaft being vertically disposed, said centerline axis of said vertical steering shaft lies within said centerline plane of said frame, a rider operable steering means being attached to said second end of said vertical steering shaft, hand applied

force to said rider operable steering means results in rotation of said vertical steering shaft, said vertical steering shaft being long enough to facilitate a standing rider; and

b2 a two-wheel propulsion means being provided, said two-wheel propulsion means having a frame, said frame having a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and said second propulsion wheels rotate in only one direction, both said propulsion wheels rotate in the same direction.

Please add claim 32 as follows:

- b3 32. A method of riding the rider-propelled wheeled vehicle comprising:
boarding said rider-propelled wheeled vehicle;
rotating said vertical steering shaft to turn said two-wheel propulsion means, thus inducing a rotational force in the non-rotating direction of said first propulsion wheel causing said first propulsion wheel to pivot at the point of contact with the ground and permitting a rotational force to be transmitted to said second propulsion wheel, the rotational force being transmitted into said second propulsion wheel rolls it in its rotationally enabled direction resulting in movement of the vehicle, said second propulsion wheel rolls until the rider reverses the rotation of said vertical steering shaft;
reversing the direction of rotation of said vertical steering shaft, this reverses the direction of the force applied to said first and said second propulsion wheels resulting in an exchange of the pivot wheel and rolling wheel; and
walking propulsion of said rider-propelled wheeled vehicle through the repetition of the rotating and reversing steps.

Please amend claim 15 as follows:

- b4 15. A rider-propelled wheeled vehicle according to claim 1 wherein a safety bumper means being provided, said safety bumper means being attached to said lower surface of

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said second end of said frame aft of said support wheel assembly, said safety bumper means being bisected by said centerline plane, said safety bumper means being sized and shaped to prevent excessive backward tipping of the vehicle on said wheel of said support wheel assembly, said safety bumper means being sized and shaped to function as a braking device when it makes frictional contact with the ground.

Please amend claim 19 as follows:

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19. A rider-propelled wheeled vehicle according to claim 1, further comprising a removable forward vertical steering shaft support, said removable forward vertical steering shaft support having a first end and a second end, said first end being detachably connected to said upper surface of said first end of said frame, said second end being detachably attached to said vertical steering shaft, the connection to said vertical steering shaft facilitates free rotation of said vertical steering shaft about said vertical centerline axis.

Please amend claim 21 as follows:

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21. A rider-propelled wheeled vehicle according to claim 1, wherein said second end of said frame being sized and shaped to accommodate a standing or a sitting rider.

Please cancel claim 22:

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Please amend claim 24 as follows:

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24. A rider-propelled wheeled vehicle according to claim 1, further comprising a pair of removable cantilevered foot pedals being connected on opposite sides of said vertical steering shaft, said removable cantilevered foot pedals being sized and shaped to facilitate steering and propulsion of said vehicle.

[Please amend claim 25 as follows:]

25. A rider-propelled wheeled vehicle according to claim 1, wherein said vertical steering shaft being sized and shaped to permit facilitate vertical telescopic extension to change

the distance between said first end and said second end of said vertical steering shaft.

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[Please amend claim 26 as follows:]

26. A rider-propelled wheeled vehicle according to claim 25, wherein said vertical steering shaft being composed of an outside shaft with a first end, a second end, an outer surface, and a hollow interior and a plurality of concentrically ensleeved inside shafts sized and shaped to facilitate being ensleeved by its corresponding said outside shaft to make said vertical steering shaft telescopic, a locking means being affixed to said second end of each said outside shaft provides a locking means against each corresponding ensleeved said inside shaft, said locking means facilitates the locking of each said inside shaft into a user determined telescopic extension length.

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[Please amend claim 29 as follows:]

29. A rider-propelled wheeled vehicle according to claim 1, further comprising a foot steering means, said vertical steering shaft having a separation joint located above said rotatable connection through said first end of said frame, when said separation joint being disconnected, the portion of said vertical steering shaft above said separation joint being removed, said foot steering means being attached to the remaining portion of said vertical steering shaft, said foot steering means being attached to the rider's footwear through the use of bindings.

[Please amend claim 30 as follows:]

30. A rider-propelled wheeled vehicle according to claim 29 further comprising an aft foot holder, said aft foot holder being attached to said upper surface of said frame near said second end, said aft foot holder attaches to the rider's footwear through the use of bindings.

[Please amend claim 31 as follows:]

31. A rider-propelled wheeled vehicle according to claim 30 wherein the pair of said fixed wheel supports being removed from said frame, said tricycle propulsion means being replaced by a steering ski attached to said first end of said vertical steering shaft, said safety bumper means being removed from said frame.
